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EX 49. The improvement of Claim 25, further comprising a second external compressor in which said low pressure air charge is lightly compressed outside the cylinder and conduit directing said air charge from said second external compressor through an air cooler to the low pressure port of the power cylinder during the intake stroke.

50. The improvement of Claim 37, further comprising a second external compressor in which said low pressure air charge is lightly compressed outside the cylinder and conduit directing said air charge from said second external compressor through an air cooler to the low pressure port of the power cylinder during the intake stroke.

51. The improvement of Claim 45, further comprising a second external compressor in which said low pressure air charge is lightly compressed outside the cylinder and conduit directing said air charge from said second external compressor through an air cooler to the low pressure port of the power cylinder during the intake stroke.

REMARKS

The above amendment and election are being made in response to the Office Action dated September 8, 1999.


Applicant has elected Group I. Along with the other claims identified by the Examiner, the new claims 39-51 should be examined.

For the record, Applicant submits that the term "supercharged" may be misleading or a mischaracterization of Claim 37, depending upon the definition of "supercharged". For example, without limitation, the engine of Claim 37 can be selectively operated with a smaller than normal charge as a supra-charged engine for increased fuel economy and low emissions, according to demands on the engine.

Applicant courteously requests that this amendment be entered into this case.

Respectfully submitted,

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